



The Beverly
120 N Beverly Mesa, AZ 85201

*Rezoning request is for
MR-4 Planned Area Development Overlay, Minor General Plan Amendment
with Design Review Board & Site Plan
Application Numbers: ZON24-01052, ZON25-00203 and DRB24-01050
Pre-Application: PRS24-00914*

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INTRODUCTION

On behalf of our client, Copa Health, we are pleased to submit this narrative, supportive materials and applications for Rezoning, Minor General Plan Amendment, Site Plan, and Design Review for an approximately 1.25-acre site located 690 feet north of Main Street and 250 feet east of Alma School Road, just south of the southwest corner of Auburn Street and North Beverly (APNs: 135-53-015B, -015C and 135-53-017). For reasons explained in more detail below, this site is perfectly positioned for the proposed use by being in a residential environment that is also near the light rail, near major freeways, and near Beverly Park.



EXHIBIT A - VICINITY MAP

This project seeks to bring a positive redevelopment to a site while balancing the goals and policies applicable to the site, which includes (1) the General Plan's placetype designation and a growth strategy with a minor general plan amendment (2) its location within the West Main Street Area Plan; and (3) its proximity to a Transit-Oriented Design (TOD) Station Area. These plans and policies require a thoughtful balance between preserving the existing character of the neighborhood, allowing appropriate redevelopment of existing sites, creating a buffer between the neighborhood and the greater intensity desired on Main Street, and bringing appropriate increases in density near a light rail station. Integrating new development with the existing is a critical element of placemaking that allows for modest growth without compromising the identity of the area.

The subject property has featured a two-story multifamily development for 60 years, which is now owned by COPA Health. The proposed redevelopment from a two-story project to a three-story project is modest and certainly in line with the introduction of a light rail station a mere 690' to the south. The proposed project and its thoughtful design (including height, setbacks, landscaping, etc.) preserves the established Beverly Street neighborhood and strengthens this property as a transitional use between single-family homes and the higher density and intensity of existing development and future development in the West Main Street Corridor.

Following feedback from the City regarding the placetype of the General Plan, our client has reduced the scale of its proposal by reducing the number of stories from four to three, the building height from 45' to 37'-9", and the density proposed from 32 du/a to 29 du/a. This reduction was done to ensure the Property remains compatible with the density and height of the Beverly Street neighborhood. Staff also recommended to add a minor general plan amendment to our request to better balance the rezoning with the neighborhood and the West Main Street Plan requirements.

Copa Health

Founded in 1957, Copa Health is a non-profit entity and small sized residential developer, who has developed about 6 communities, and over 150 units of affordable housing throughout Arizona over many years. In addition to providing affordable housing, Copa Health also has other divisions, including therapeutic and rehabilitative services. Those divisions are not part of the proposal here. At the subject location, the use has been and will remain affordable multifamily housing, and no medical or behavioral health services will be provided. Those uses have never been facilitated on this property, nor is there a plan to start these services under this redevelopment proposal.

The community on this Property will continue to provide affordable housing for working families and individuals. As part of the amenity offering at this location, resident classes are expected to be offered in the clubhouse on topics such as upskilling to find higher wage jobs, budgeting through improved financial literacy, safeguarding finances by understanding and obtaining appropriate insurance, and filing taxes. Such information will be an asset to residents, and it will help ensure they are able to consistently and timely make rent payments.

Copa Health is pursuing applications for a Rezoning, Site Plan, and Design Review to develop the subject site into a quality residential community for residents in need of

affordable housing. The proposed rezoning request seeks to rezone the 1.25-acre subject site from RM-2 & RM-3 to an RM-4 Planned Area Development (PAD) overlay with amended development standards.

The proposed three-story residential building is built around an open space courtyard with interior circulation. The mix of apartment units consists primarily of two-bedroom units, with some 1- and 3-bedroom units. The site is 1.25 net acres and anticipates a total of 36 units with a density of 29 dwelling units per acre.

The City adopted the West Main Street Area Plan, which sets forth a vision and expectations that are articulated by a number of goals and objectives. The vision for this area *“Is that of a close-knit community with density and a small-town feel, which is unique and eclectic, vibrant and active, that celebrates, embraces and cherishes its diversity.”* In addition, this neighborhood relies on its stable and vibrant mature residential neighborhoods, with a diverse stock of housing, which focuses on transit, pedestrians, open space and an economically balanced approach to development and businesses. The proposed use fits perfectly with this vision by providing density appropriate near the light rail without changing the character of the Beverly Street neighborhood. This project provides the neighborhood with a diverse range of housing that fits within this mature and stable residential environment.

DESCRIPTION of PROPERTY and RELATIONSHIP to SURROUNDING PROPERTIES

The subject site is located at 120 N. Beverly and is comprised of three lots under single ownership. As a part of this project, these three lots will be joined into one property through the lot combination or replatting process. The site is located in west Mesa, just north of Main Street and east of Alma School Road. The site is within a short walk of the light rail line and within 2 miles of the Loop 101, Loop 202, and US 60 freeways—giving it excellent transportation options. The site is adjacent to Beverly Park and is surrounded by many multifamily developments and is south of single-family homes. This project plans to demolish the existing, older, and substandard apartments that previously housed the Marc Center, where COPA Health provided affordable housing for individuals and families.

The new apartments will provide much-needed workforce housing beyond the existing 10-unit facility, which was originally constructed in 1965. This older building is nearing its lifecycle end and is in need of so many improvements and upgrades that it makes financial sense to demolish the old building and build a new modernized facility, rather than renovating the old structure. The additional units will be a major help to the City of Mesa.

The subject site is generally level with a 1-to-2-foot change in elevation across the site. As previously noted, the site has a single two-story structure that has outlasted its building life cycle and would require very costly repairs at this point. The site currently includes a small parking lot and only one access point onto Beverly. The balance of the site consists of older flood irrigated turf and other landscaping elements. The City's General Plan 2050 Land Use map designates this site as "Neighborhood" with a Traditional Residential placetype and a Sustain growth strategy. The subject site is currently zoned both RM-2 & RM-3 and is located within the West Main Street Area Plan.

The subject site has proximity to a key growth corridor along the light rail, which is a catalyst engine for downtown Mesa. Due to its close distance from the light rail corridor and station (690'), it falls short by only 30 feet of being included in the highest intensity development zone for the light rail. As the next property in from this zone, the density we are proposing is an appropriate transition density.

The light rail corridor provides this site with convenient access to the other cities along the light rail and is within close proximity to entire network of Valley freeways and beyond. This makes it an advantageous location for affordable housing whose residents are often more limited on transportation options.

GENERAL PLAN ANALYSIS & RECENT UPDATES

Existing Conditions – General Plan Land Use

The General Plan Land Use designations and existing Zoning for the properties surrounding the subject site are as follows:

General Plan Land Use Designation	Existing Zoning
On site: Neighborhood/Transit Corridor	RM-2 & RM-3
North: Neighborhood	North: RM-3, PAD
South: Neighborhood/Transit Corridor	South: RM-3
East: Neighborhood/Park	East: RM-2 (Beverly Park)
West: Neighborhood/Transit Corridor	West: RM-4

General Plan 2040 & Recent 2050 Update

Prior to the adoption of the 2050 General Plan on November 21st, 2024, the City was operating under the “Mesa 2040 General Plan.” Within that General Plan, the subject site was designated as Neighborhood and the bottom portion of the site was within the Transit Corridor area. Those designations were consistent with our initial preliminary application for a rezoning request on October 21st, 2024, and no General Plan amendment

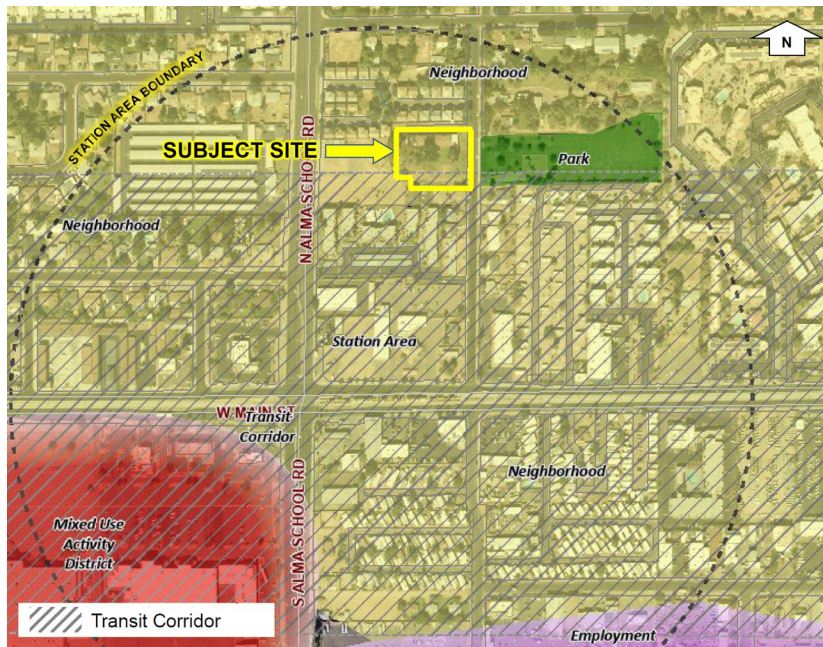


Exhibit B1 – General Plan 2040 - Character Area Map

was required. However, since our formal application was submitted on December 9th, after adoption of the new general plan, we are now required to file a minor amendment to the General Plan. This was an unfortunate change at an unfortunate time. In the current General Plan, “Tomorrow’s Mesa Moving Forward Together - General Plan 2050,” Placetypes were introduced to describe the character of different parts of the City, along with growth strategies. Once these additional divisions were added, it became necessary for us to file a minor amendment to the General Plan.

Placetypes and Growth Strategies

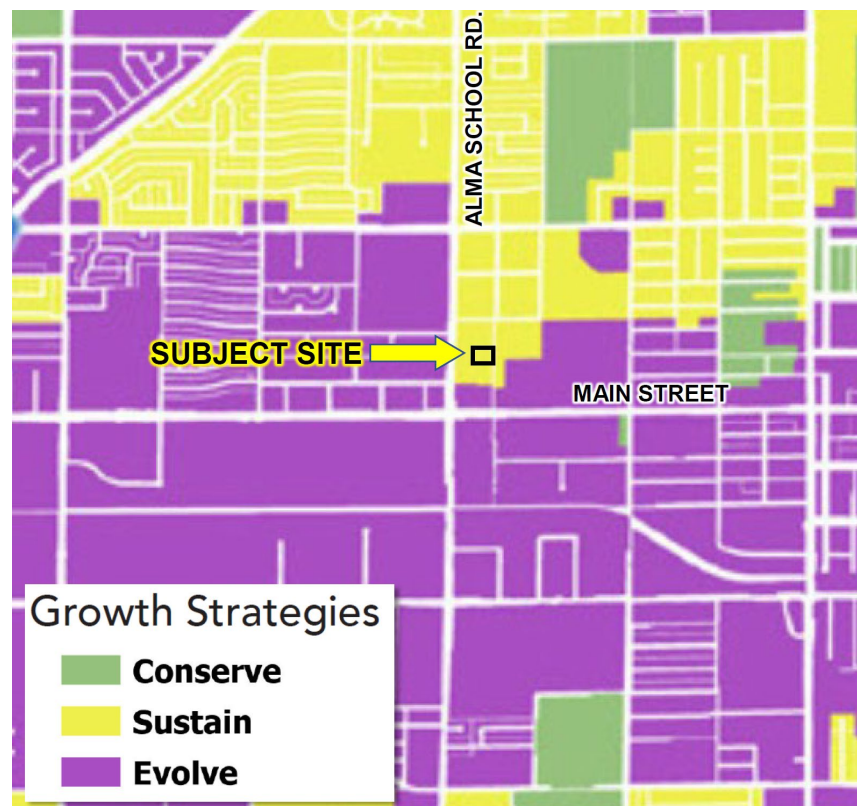
The Placetype assigned to this area is “Traditional Residential,” but we believe the most appropriate Placetype for the subject site is Mixed Residential. The subject site is in close proximity to the light rail corridor and a light rail station, in addition to other multifamily projects. The City wants and needs additional densification near light rail stations to both take advantage of the light rail investment but also to ensure it succeeds. People are the critical life blood of light rail networks. Without people, ridership drops. And when ridership drops, private investment along the light rail will inevitably be limited. And if that occurs, the City’s vision for the light rail will not come to pass.

A designation of Mixed Residential is more appropriate for this site, given its proximity to a light rail station and its adjacency to single family residential. The designation balances the need for density with the need to protect traditional single-family neighborhoods. Accordingly, this designation will act as a transition between the traditional single-family residential neighborhood to the north and the more intense light rail development to the south, both present and future.

In addition to Placetypes, the General Plan was also revised to include Growth Strategies for each area. The three Growth Strategies are Conserve, Sustain, and Evolve. Conserve refers to areas that should be protected in largely their current condition. Sustain refers to areas of stability that are encouraged to remain generally in their current condition but may see minor changes over time. And Evolve refers to areas that are encouraged to improve as development ages.

We expect that when the drafters of the General Plan drew the boundary lines for the growth area, it would have been impossible to precisely draw the boundary lines for each and every linear foot of the boundary. We estimate they looked at the subject property, recognized it was already developed with multifamily, saw the single-family to the north, and made a quick judgment that it should be included within a Sustain designation. However, the better place to start the Sustain designation is just north of our site, where the single-family residential begins. The building on the subject site is old and past its useful life and is in desperate need of redevelopment.

Additionally, this site will act as a valuable transition between the light rail development to the south and the single-family neighborhood to the north.



This site is truly an edge condition for growth related to the light rail station, which is a mere 690 feet to the south. In addition, the existing Traditional Residential Placetype with a growth strategy of Sustain, is not consistent with an area where growth has been planned for many years.

For our zoning and proposed project, both of which we believe to be appropriate for the subject site, we are requesting approval of a Minor General Plan Amendment to change the site's designation to Mixed Residential with the growth strategy of Evolve.

Justification for Minor General Plan Amendment

Mixed Residential Placetype

The Mixed Residential Placetype calls for a variety of housing, such as single-family detached, duplexes, triplexes, townhomes and low to medium density multiple residences, similar to what is being proposed for this site. The proposed density is approximately 29 du/a which does not exceed the 30 du/a maximum density allowed in the Mixed Residential Placetype. The site has excellent connectivity to multimodal systems that connect various land uses to each other and to open space, surrounding commercial developments and neighborhoods.

Evolve Growth Strategy

The Evolve Growth Strategy for Mixed Residential areas focuses on underutilized land and older development, with structures nearing their end of life, as is the condition for the redevelopment of the proposed site at 120 N. Beverly. This Growth Strategy allows for increased density with a more diverse array of housing types and greater integration with public and semi-public uses. This Growth Strategy works well with our proposed zoning district change and makes more sense in an area that is truly a buffer between older established single family residential properties and the more intense densities just 690 feet to the south along the light rail line. In addition, our proposal meets several of the urban design characteristics typical of the Mixed Residential Placetype, these are noted below.

Consistency with 2050 General Plan Vision, Principles & Strategies

Common open space is incorporated into the layout of the development that provides access to the north, south and east towards the park. The proposed building is directly across the street from a public park and is oriented towards the park. The site acts as a transition between lower-density and high-density areas which helps to prevent an abrupt change in height. Street trees and sidewalks are maintained to create continuity with the trees and sidewalk on the other side of the street. These pedestrian pathways along with

bike lanes connect to the nearby commercial just to the south along the light rail line and to the park across the street.

Future residents of this type of multifamily housing will fill the jobs that local commercial entities need filled. This results in a healthier commercial offering for single-family neighborhoods and nearby local workforce. These simple but steady jobs are a stable base for those in the workforce who are learning how to navigate the employment process, pay bills on time, and make ends meet on their own. This redevelopment will help provide much needed affordable workforce housing that allows these residents to upskill and improve their financial literacy. Here we are asking for an appropriate increase in density from the original 10 units with two stories of height to 36 units with three stories. This site has outlived its current density given the changes with the light rail and the City's need for affordable housing to provide a mix of housing options. This upgrade of the existing, older apartments will be the type of targeted and strategic improvement that is appropriate in this area.

The proposed general plan amendment constitutes an overall improvement to the general plan and the city as that it addresses one of the buffer conditions just north of the light rail, yet adjacent to some single family residential homes. This minor modification to the General Plan allows for the proposed RM-4 zoning district, which is more consistent with this vision, the guiding principles, and strategies of the Tomorrow's Mesa 2050 General Plan.

General Plan Strategies & Goals

LU1: Promote a balance of land uses to enhance the quality of life for current and future generations.

"During Tomorrow's Mesa 2050 General Plan update, many residents expressed a desire for a mix of housing types at varied price points, more mixed-use development, and neighborhood-scale retail in walkable neighborhoods. However, an ideal place to live, work, play, and learn looks different for people of different backgrounds, ages, and interests." – Excerpt from General Plan 2050.

Our proposal helps to provide housing for individuals who often struggle to find appropriate and safe housing and communities. Since the existing use has been in place on this site, it only makes sense to keep it here and expand it for the growing need of affordable workforce housing.

LU3: Encourage infill and redevelopment to meet the community’s strategic needs.

“As Mesa nears buildout, development will begin to shift from expansion and the development of large areas of vacant land to reinvestment in existing spaces and development of small vacant parcels. There is a cost when growth is built in areas with little or no infrastructure, especially when the growth is in areas far away from existing services. Development and revitalization of vacant and underutilized properties within urbanized areas reduces the cost of managing growth by focusing new development in areas where the infrastructure has already been developed.” – Excerpt from General Plan 2050.

This project specifically reinvests in an existing space and is developing several small vacant parcels. With the proximity to the light rail, this redevelopment will utilize existing infrastructure in an older part of the city. The site is currently underutilized, and this development will allow it to take advantage of the nearby urbanization.

CM2: Provide a complete, connected, safe network of on- and off-street active transportation infrastructure.

“Building a robust, active transportation network is more than an amenity, it is a cornerstone for a sustainable and inclusive future.”

While the city is expanding its active transportation network, it is important that new developments provide the local resources needed to help cyclists and pedestrians be able to navigate those new networks. We have included secure, indoor bike parking along with a bicycle repair facility in a shaded location, which is needed in Mesa, where the summer temperatures can soar over 110 degrees. These active transportation amenities are important for new developments, so that residents can easily navigate to and from the site and have a place to maintain their bicycles. This is consistent with the City’s vision for multi-modal transportation near the light rail corridor.

CM4: Promote transit supportive development along existing and future high-capacity transit routes.

Transit-supportive development is an integrated approach to land use, transportation, and infrastructure planning that directs growth to areas well-served by transit. The development of the light rail has, in effect, made this area a prime area for increased density. In a sense, by investing in and developing the light rail, the City put out a call for the type of denser development COPA is proposing. COPA is seeking to answer that call.

H1: Create more opportunities for housing options.

The general plan 2050 calls for a variety of housing options and notes that this variety of housing options is important to the future of the City of Mesa. The plan also notes the following:

“While Mesa boasts a robust market of single-family homes that are essential for stable neighborhoods, there is a notable gap in housing choice. Mesa is committed to providing housing options for residents of all ages and lifestyles and the diversification of its housing stock.”

There is a gap in the City’s offering of the type of supportive housing that COPA Health provides. This is a key reason COPA has decided to add more capacity at this location. This project will help the City move this area forward as one that is stable and accommodates and diversifies its housing stock for residents of all ages and lifestyles. COPA will certainly not solve the issue of a lack of affordable and supportive housing with this project—since 36 units is a small amount when compared to the need. But this development will matter greatly to future residents, which could be hundreds and thousands over the many years this structure will stand and serve the City of Mesa. And it will serve those people in a critical manner by providing safe, affordable housing in a location that is near mass transit.

H2: Sustain an adequate supply of attainable housing units to meet the needs of residents vulnerable to rising housing costs.

“As Mesa strives to ensure that ‘Housing is Attainable for All,’ a variety of strategies such as land use incentives (i.e., density bonuses, reduced lot sizes, tax incentives, etc.) will be considered as mechanisms to influence the housing stock and sustain affordability.”

To its credit, the City is committed to looking for different means of facilitating and supporting the development of attainable housing in the City. What the proposed development needs from the City is relief from development standards that would deny it from being able to move forward. In light of the benefit this development would provide to the future residents over the years, the requested relief is quite minor.

H4: Encourage the development of high-density housing in proximity to transit and major activity centers.

“Encouraging and enabling the development of high-density housing near transit and activity centers is not just a practical approach, but also a visionary one for Mesa. By locating housing near transit and amenities, we can significantly reduce residents’ reliance on personal vehicles, leading to a reduction in traffic congestion and carbon emissions.”

The proposal is located 1/8 of mile from both the light rail line and a station. Although the density is slightly higher than the surrounding area to the north, that density is appropriate because of the development and proximity of the light rail, which did not exist when the subject site’s existing building was constructed in 1965. Within this new context, slightly higher densities are appropriate for this site.

HS3: Support an intentional local community response to homelessness with housing and supportive services.

“Addressing homelessness is critical for the well-being and stability of Mesa. Mesa is committed to collaborating with local partners. In partnership with non-profit organizations, the City offers transitional housing programs, which serve as a bridge between emergency shelters and permanent housing.” – Excerpt from General Plan 2050.

COPA is the type of local partner referenced above, and it is seeking the City’s partnership on the subject requests to answer a need for additional housing such as the workforce housing here. We commend the City’s for its focus and commitment. Of course, unless action is taken, these types of issues and needs do not resolve themselves. We believe we are proving the City with a reasonable, actionable plan.

Area & Transit District Plans

Transit District under 2040 Plan

We see the proposed zoning request as being in conformance with the City’s vision for this area because it will bring needed, affordable apartment options to an area anchored by the light rail. Per Chapter 7 of the General Plan 2040, Transit Districts are a mixed-use, pedestrian-oriented, urban environment within walking distance of transit stops. This character type overlays the other character types and is used to transition the area into a more transit and pedestrian-oriented development form. The goal of the corridor area is to evolve into a more urban pattern with pedestrian focused streets, but not to the same

level as a station area. In the General Plan 2040 Land Use map a portion of the site fell within the transit district given the site's proximity to a station area.

We recognize the maps have been modified in the 2050 General Plan update, but it remains important to recognize the proximity of this site to the light rail, especially given that these will be affordable apartments. Although some may have vehicular transportation, many will be relying on the light rail and that access may become *critical* to the success of many of the residents.

The voters of Mesa recently approved the General Plan 2050. The updated General Plan Land Use map is now a placetype land use map, rather than a character area map as used previously. Neighborhood is now shown in the color of Traditional Residential and has been further divided to show the new placetype of Neighborhood Center.

The context of this site is perfect for both the present residents of the existing building and the future residents of the proposed redevelopment. The project will benefit from being in a more residential environment, rather than in a more urban and commercial environment up against the light rail. Future residents will be able to become part of a community, which will help them with a sense of stability. That stability will be a positive influence as they work to increase their financial well-being and move up into market-rate housing or even home ownership. This site is ideal because it has that type of stable environment, but it is still within a short walk to the light rail and within approximately two miles of three Valley freeways (Loop 101, Loop 202, and US 60).

The subject site also benefits from its proximity to several grocery stores, a Saint Vincent DePaul Thrift store, and the East Valley Institute of Technology where Adult Educations classes are available for the community.

This development will not only benefit *from* the surrounding community, but it will also provide benefit to the surrounding community for several reasons. Communities benefit from a diversity of housing. Such diversity of housing often brings a diversity of people. And that diversity in turn enriches the lives of all community members. Furthermore, it will contribute to the orderly growth of the City and will be a smaller form of a catalyst for redevelopment of the older and more deteriorated properties, which is what the new general plan update is calling for (i.e., to sustain with appropriate changes).

The proposed residential project with PAD overlay fits the vision of the City for this area, which has been planned for over 20+ years. The site will contribute positively to the well-planned growth of the City and a high-quality of life.

West Main Street Area Plan

The West Main Street Area Plan has been a guiding document that has helped transition away from car focused developments such as motels, travel lodges, and automobile dealerships and more towards a mix of old and new residential neighborhoods and uses associated with the development of the light rail.

Integrating the new with the existing is important and emphasized in the West Main Street Area Plan. It is important to do this without compromising the identity of the area. The use of existing neighborhood features such as green open space, tree canopies, Beverly Park, local road, apartments and zero lot line single family residential all contribute to the sense of place. In addition, it is important to maintain a relatively similar size, which also occurs within the proposed with this project. The new footprint has been shifted further south to allow for a larger buffer from the single family homes to the north but has only been enlarged to help accommodate the third floor and additional units. Elements from the neighborhood such as the color of buildings, material used and even the railing design element from the old Tahitian Palms building, have been incorporated to better blend the new building with the existing neighborhood maintaining and connecting to the character and history of the Beverly Street neighborhood.

The land for this development has been held by the ownership for over 40 years and was previously assembled at that time, but it was never combined into one parcel. Our project is only seeking to combine the parcels to avoid any future issues with part of the proposed building, any easement or utilities that would cross between the parcels. This is not an assemblage of land, but rather a combination of lots that we believe the city would prefer be combined to clean up the plat for this property.

The West Main Street Area Plan proposes development strategies and policies for the West Main Street Area that are focused on preserving and strengthening the identity of the existing community. To that end, as opportunities develop within an 1/8 of a mile of the light rail line, the character is expected to change towards higher intensity and diversity. The intent is to provide for transit-oriented development that contains transit supportive densities. The proposed zoning with a PAD Overlay fulfills the City's vision by implementing or contributing to the achievement of the following land use policies (LUP) from the West Main Street Area Plan:

LUP19: The uses listed in Table 4.2; Section 1 Generalized Transit-Oriented Development Standards should be **encouraged**. Note: Table 4.2 lists multi-Family as a permitted use in the Corridor Area.

LUP21: Residential density in the TOD Corridor Area should not be less than 17 dwelling units per acre in single use projects. The density request here is for 30 dwelling units per acre.

LUP23: A building height of minimum 2 stories and maximum 5 stories are acceptable for buildings in the TOD Corridor Area. Here the request is for 3 stories.

The proposed zoning is compatible with the West Main Street Area Plan. While much of the old urban form of Main Street still exists here today, several of the policies are being achieved through this proposal. The proposed zoning creates long-term stability and vitality to the area. The impacts of the proposed minor general plan amendment more closely align the intent of the West Main Street Area Plan, allowing for some needed growth and creating a residential experience that functions better with a mix of uses such as those that occur within the neighborhoods adjacent and nearby light rail stations.

We feel that our proposal affects the community land use patterns that is complementary to the Vision and Guiding Principles, or Strategies noted above in the General Plan Consistency section. There are little to no impacts or improvements to the roadways, sewer, or water systems necessary to support the proposed apartments, so the proposed project is a good use of resources. Due to the projects proximity to the light rail, it is anticipated that some residents will be able to forgo the option to own and drive their own car and will instead use the light rail for their daily trips to work and the grocery store, saving more income for residents, contributing to better financial literacy and encouraging healthy lifestyles that promote active transportation options, such as cycling and walking.

REQUEST

This request seeks to add a PAD Overlay to the proposed RM-4 zoning with deviations from development standards. It also seeks Site Plan and Design Review approval. The five deviations being proposed from the RM-4 zoning district, by means of the PAD Overlay, are as follows:

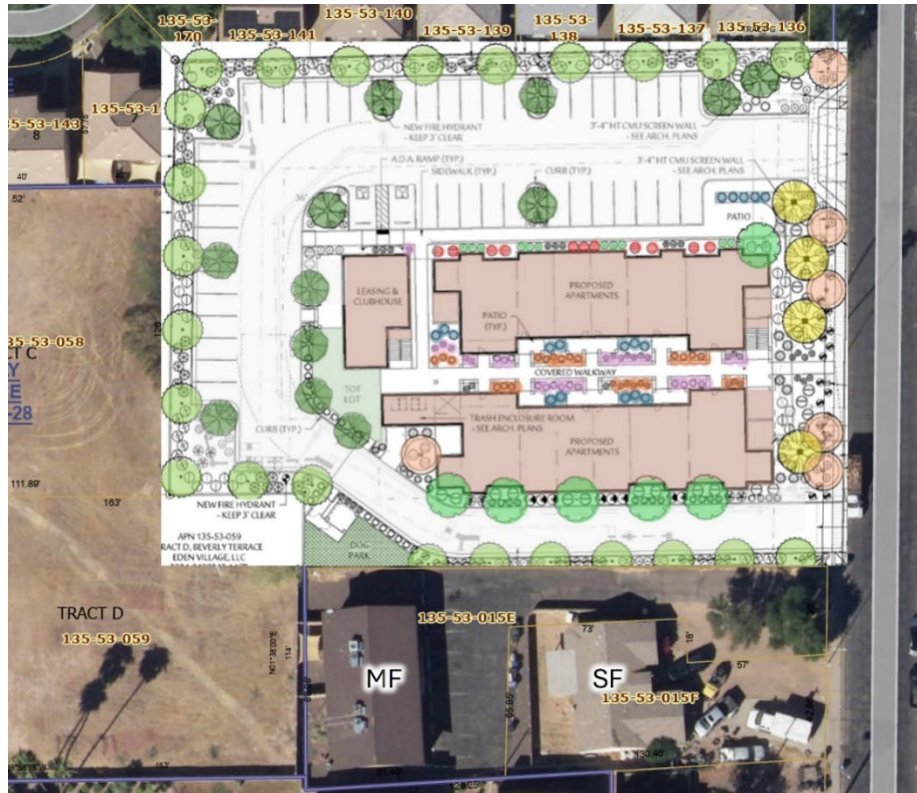
- 1) Landscape Buffer: Adjacent to single residence use to 8 feet on the north and west property line; current requirement is 20-feet. (11-33-3.B.1.a.i)

Given the small size of the site, this request is necessary. However, note that this reduction still allows us to preserve the most important feature of the landscape area for the neighbors to the north, which are the trees. Although we are asking for a slight reduction in landscape width, the practical reality is we can still fit the same row of trees in 8' that we could fit in 20'. And so long as there are no utility conflicts, a privacy row of trees is being planned for the northern property line as an accommodation to the neighbors. The major difference in our proposal to go from 20' to 8' would simply be a reduction in the number of plants near the north property line, which is not something people on the north side of the wall would see anyway.

Additionally, we are proposing a generous (relative to the size of the lot) building setback of over 80 feet from the building to the northern property line. For the privacy of the neighbors, this increase in building setback in exchange for a reduction in landscape width is a win-win tradeoff, especially since enough planting width is being preserved for trees.

- 2) Landscape Buffer: Adjacent to non-single residence use to 5 feet on the south property line; current requirement is 15-feet. (11-33-3.B.2.a.ii)

Similar to the deviation above, this deviation still preserves the area for planting a row of trees on the southern property line. In fact, although the request is to reduce the landscape setback from 15' to 5', we are meeting the 30' building setback and are providing two rows of trees between the southern property line and the proposed building, as shown in the excerpt of the landscape plan below. This creates a staggered, double row of trees, which is a positive alternative for the neighbors to the south.



Additionally, as the above image shows, there is a built-in buffer just south of the southern property line, which is the driveway of the multifamily apartments to the south. This ensures an extra distance between the proposed structure and the single-family house to the south.

- 3) Covered parking shall be provided at a rate of 0 spaces per unit; the current requirement is for Multiple-residence projects to provide 1 covered parking space per unit. (11-32-3.D.2)

Usually, an apartment complex would charge a premium for covered parking, but due to the affordable nature of the project, we want to avoid a situation where we have financially tiered parking—where some residents can afford covered parking and some cannot. Moreover, we would prefer residents prioritize spending money on rent and other basic necessities, rather than premium parking. It is the preference of COPA Health to eliminate this requirement and provide a more unified parking solution for the entire development. This will also help keep eyes on the parking lot area, since views from the upper floors will not be obscured by parking canopies. The building and landscaping will also provide shade for a portion of the parking stalls. Since all of the parking will be the same it will also prevent the need for assigned parking space, which COPA wants to avoid for this development.

- 4) The foundation base shall be 10-ft at the entrance side; current requirements are for 15-ft at the entrance side. (11-33-5.A.1)

The foundation base on the north side of the buildings included portions of the parking field. In order to provide the required parking and ample room to navigate the drive aisles, the width of the foundation base has been narrowed to 10 feet. The reduction from 15' to 10' still provides sufficient space for landscaping and an adjacent sidewalk.

- 5) Private open space located at the ground level (e.g., yards, decks, patios) shall have no dimension less than eight (8) feet, current requirements are ten (10) feet. (11-5-5.A.3.e.i.(1))

One of our team's key design intentions for this project was to create an atrium breezeway between the two buildings, where the shade of the buildings and the shade of the trees would create an attractive and unifying space for residents. We intend for this space to help drive community interaction and familiarity. This atrium puts residents within closer proximity where they will regularly see each other and become more familiar with one another, even if no words are shared. Those simple interactions support a sense of community on a project this small, which supports greater livability and better security.

To facilitate this development intent, we have borrowed 1-2 feet from some of the ground floor patios (the 1- and 2-bedroom units) and given that area to the atrium. As such, we are not eliminating open space. We are simply transferring it from private space to common space, where we believe it is most needed.

PROPOSED DEVELOPMENT STANDARDS

PROPOSED DEVELOPMENT STANDARDS		
	RM-4 Zoning Standard	PAD Standard
Landscape Buffer: Adjacent to single residence use:	20-feet	8-feet North and West property line
Landscape Buffer: Adjacent to non-single residence use, or the west and south property lines:	15-feet	5-feet South property line
Covered Parking	1 space per unit: 36 spaces	Provided Canopies: 0 spaces
Foundation Base	15 feet at entrance side	10 feet at entrance side

Ground Floor Private Open Space Dimensions	Shall have no dimension less than ten(10) feet	Shall have no dimension less than eight (8) feet
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Enhancements

The purpose of the Planned Area Development (PAD) Overlay District is to provide for variation from the application of residential densities and other development standards to allow greater intensity of development and encourage unique, innovative developments of superior quality. It must be shown that the resulting development will further the goals and objectives of the General Plan, Specific Plans (such as Area Plans) and Council policies. We have shown the proposed development will meet the intent of the proposed general plan amendment with a Placetype of Mixed Residential with an Evolve Growth Strategy. It also meets many of the Land Use Policies of the West Main Street Area Plan.

The PAD overlay zoning district is being used in conjunction with the underlying zoning district of RM-4, thereby permitting the same uses as the underlying base zoning district, which are allowed within the Placetype of Mixed Residential. Below is a partial list of enhancements that include common space amenities such as:

1. Clubhouse with lounge area, fitness center, and computer area
2. Tot lot playground
3. Dog Park
4. Picnic Table
5. BBQ Grill

Additional enhancements and these above are described in more detail below in the PAD Justifications section.

PAD Justifications

A PAD should at a minimum match or provide superior standards, in exchange for modifications in the development standards to meet the intent of the underlying zoning district. This is accomplished through creative, high quality elements within the development, as can be seen throughout this project. The orientation of the building provides a shaded canyon effect where residents doors open to the shaded space. The architecture uses colors and materials from the surrounding architecture and brings small elements of design from Main Street up to this transitional buffer area, for the neighborhood.

An integrated approach to project design can be recognized in the high quality, regionally-appropriate building materials used in the architectural design. This quality is woven through the site within the not only the building, but also in the landscape design, which provides for a row of large trees to buffer the neighbors to the north and the inclusion of small garden spaces near the units on the ground floor. Signage reflects elements of the building, while celebrating the new development with integrally colored CMU wall, which also serves as a screen wall.

The use of the added dog park will allow residents to spend time with their pets and meet new neighbors. A tot lot playground has been included for children of the residents to play and interact with other children in the area. And mountable grass pavers have been added on the fire lane that recaptures open space for the residents and contributes the park like feel of the development.

In addition, small garden spaces occur on the ground floor amongst the units to encourage socialization and interaction among residents, while allowing some residents to create community and therapeutic mini garden spaces. The development includes a second floor clubhouse space for recreation, community meetings and gathering. And on the first floor, near the main office, an indoor bicycle repair station with charging for EV bikes will be provided for residents to tune up their bikes and learn more about maintaining their bicycles. The ground of the project will also include 21.9% tree canopy coverage, helping the city meet its Million Trees Initiative goals by exceeding the required 15% coverage.

Environmental components regarding sustainability are also included within this development. The project will seek LEED certification as the project moves forward. The intent will be to seek the LEED Gold certification. The proposed project should qualify for the certification due to several factors including, but not limited to sustainable elements such as:

- Highly reflective TPO roof systems and appropriate landscaping reducing heat island effect.
- Efficient automatic drip irrigation systems and appropriate landscape plantings for desert environments to reduce water consumption.

Shade canopies over the first-floor component of the building increases natural daylighting and views to the exterior while reducing adverse heat gain to the interior environment

PERMITTED USES

All Permitted, Temporary Use Permit, Special Use Permit and Council Use Permit uses, as listed under the RM-4 zoning district and as described by Table 11-5-5, shall be allowed within the proposed rezone with the PAD Overlay, pursuant to the Mesa Zoning Ordinance. This project will comply with the use classification of Multiple Residence, with modifications to development standards. Multiple Residence is allowed by right, with the exceptions of the deviations noted above.

GENERAL DEVELOPMENT PLAN

The design for *the Beverly* complements the community by providing transition from the more intense uses to the south along Main Street to the more single-family focused neighborhoods to the north. The development provides quality architecture, streetscape, landscaping, and walkable amenities. The intent is to provide for the residents a semi-urban experience, with single-family homes to the north, nearby light rail access to the south, additional intensity expected to the south, a walkable community with nearby stores and services, and convenient freeway access. The project's architecture and landscaping go beyond the standard from a qualitative standpoint and will, in our view, provide a quality development that is compatible with other nearby developments and is in keeping with the economic realities of affordable developments.

The project is designed to create a sustainable, unique, and quality residential development that successfully integrates neighborhood and transit corridor related services. The internal network of buildings, pedestrian destinations, and access ways link all of the elements together to establish the unique setting reflected in the site plan.

The proposed community has been designed as a quality affordable housing development that exceeds City requirements. The elevations display a set of unique and attractive buildings with excellent building movement, a strong mix of materials, and a dynamic appearance. The site plan proposes a residential environment with innovative site and building design; safe, open, and shaded walkways; centralized common open

space; and tree-lined landscaped perimeters. All of this is occurring within a pedestrian-oriented community near the light rail station and commercial services on Main Street, making this an exceptional design in an ideal location for working individual and families.

DESIGN CRITERIA

SITE/LANDSCAPE DESIGN The Beverly's design adheres to and implements the primary focus of the "Multiple Residence" section for Site Design in Mesa Quality Development Design Guidelines. "Multiple residence buildings should promote a

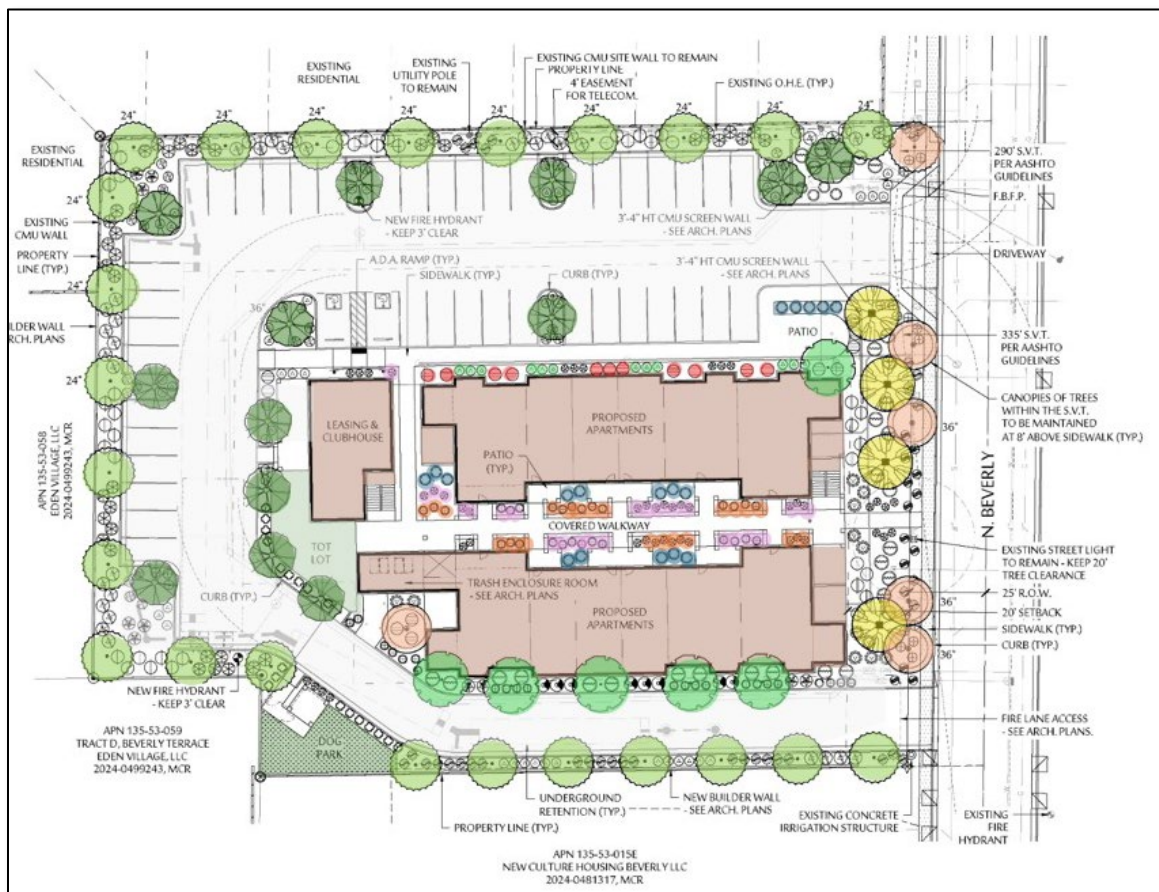


Exhibit C – Conceptual Site Plan with Landscape

walkable, healthy neighborhood by engaging the street, offering sidewalks and pedestrian paths, and using attractive design that reflects the scale and character of adjacent buildings. Multiple residence buildings in mixed use districts support the density of an urban center and create vibrant, active, walkable neighborhoods to live, work, socialize, and relax.”

The overall character of the development utilizes materials and forms that are influenced by the architectural character found in Downtown Mesa as well as in nearby multifamily developments. This is accomplished through the use of materials similar to the existing and proposed buildings on Main Street and in the neighborhood. Materials such as corten steel, brick and metal panels are used to relate to the character of the new and existing Main Street building facades. Furthermore, the first floor materials and colors are differentiated from the material and colors used on the upper floors. This technique helps to punctuate the bottom floor within the pedestrian realm similar to those found on along the light rail on Main Street and throughout downtown.

The site plan provides two sidewalk connections to Beverly, both on the north side of the building and in between the two buildings in the common space area. This pedestrian connectivity promotes walkability up and down Beverly between the site and the light rail. The design is consistent with City policies and the Quality Development Design Guidelines criteria outlined in Section 4.A regarding effective use of landscaping and shading to highlight significant site features and to define site use areas and circulation.

Common open space areas and amenities are provided on the site in a central location that creates opportunities for residents to congregate. This space combines with private open spaces to provide at least 150 sf of combined space per unit. Note that 88 SF of common space has been combined with the private open space to arrive at a total open space calculation for each unit. The private open space amounts are 62 sf for the 1 bedroom, 88 sf for the 2 bedroom and 125 sf for a 3 bedroom. When these areas are combined with the common open space of 88 sf per unit, the total is 150 sf for the 1 bedroom, 176 sf for the 2 bedroom and 213 sf for the 3 bedroom apartments. This meets the requirement of 150 sf of combined open space per unit for all three types of units.

The plan is partially in compliance with Section 11-5-5(A)(3)e of the Mesa Zoning Ordinance, which requires ground level patios to have dimensions of a minimum of ten (10) feet and aboveground open spaces to not be less than (8) feet wide or less than six (6) feet deep. The units plans are clearly dimensioned for confirmation of compliance with these zoning requirements for the one and two bedrooms and the three bedrooms plans that are not on the ground floor. The private open space for the three bedroom units on the ground floor have a slightly smaller dimension. This is noted in the requested deviations from the development standards for MR-4 zoning district.

Landscape design of the streetscape along Beverly and throughout the development consists of drought tolerant vegetation found in dry desert climates, meeting Mesa

landscape design standards. Proposed landscape concepts are consistent throughout the development, which will help visually tie the development together. An automatic irrigation system for all landscaping includes sustainable drip irrigation to minimize excess overwatering and wasting of precious resources.

Pedestrian connectivity through the development has been achieved by a series of interconnected 5-foot-wide paved sidewalks and pedestrian rest nodes. These can be clearly seen on the site plan as keynote 02 02 & 03 16. A total of 2,093 linear feet of sidewalks have been provided, which is significant given the small size of the site. Pedestrian nodes will include site furniture and be naturally shaded by tree canopies.

The conceptual plan has been thoughtfully designed to minimize impacts on adjacent properties while achieving a high-quality visual appearance. Part of that high quality visual experience includes a series of site walls both existing and proposed that have been annotated on the site plan and will match existing site wall conditions unless otherwise specified. See keynotes 02 30 and 32 33.



Exhibit D – Conceptual Color Perspective Rendering

BUILDING DESIGN

This project is located just 1/8 mile from Main Street and the associated light rail near Main Street and Beverly. The building form utilizes a blend of simple lines with the careful selection of both traditional & contemporary materials. The primary architecture includes themes and embellishments to complement the character that has been carried throughout Downtown Mesa along Main Street as well as some of the more traditional architectural elements of the older homes in the neighborhood. The design carries the tone of the residential neighborhood. Window trims, window recesses, veneer, and changes in material create highly accented building façades that are visible from a public right-of-way and common areas. The building façades articulate, protruding in and out, to avoid any blank, windowless walls visible from Beverly or main pedestrian areas.

The majority of entrances are focused inward and away from the street and parking lot. Materials for the building will be selected by reviewing sustainable practices for the creation of materials. The Developer intends to construct the buildings with energy efficient materials and use processes that significantly reduces energy costs, which will benefit the environment. The interior units are centered around a community amenity space for use by the residents. This space will be a comfortable, attractive space to spend time in with active and passive uses designed to give the opportunity for community engagement and lively spaces, while still providing room for quiet reflection and calmness outside of the individual units.

The hard-lined architectural elements will be softened by the generous landscape design. Desert friendly low-water plants and cacti add to the unique southwestern flair and make all the difference in helping this building feel anchored to the site and to the place. The landscape is immensely important in creating a lively and dynamic community and this development will make an extra effort to prioritize that connection to nature through colorful plants, shade, and a resilient design on the street level and at the podium amenity space.

Based upon feedback received from residents during the ongoing neighborhood outreach process, the architecture was revised to make the buildings relate more to the neighborhood. We added greater variety to the parapet walls at the top of the roof line to create more rhythm and variation. This appearance is similar to Candela Park Apartments, just to the south, and other nearby apartment buildings.

We modeled the railings and the metal screening for the staircases after the original Tahitian Palms metal work—only they were modified slightly to reduce the gap spacing between the crescent shaped opening to be code compliant. By adding the balconies on the east ends, we have now incorporated significant railing work to the building. Indeed, the east elevation now has significant materiality and is a very engaging and attractive street view.



We added brick wainscoting similar to many of the historic homes in the neighborhood to the northeast, as well as the church building to the north (The Church of Jesus Christ of Latter-day Saints). This was done along the first floor, which makes the building better engage at the pedestrian level. We also added stone cladding to the elevations, which is also found throughout the many of the historic homes in the neighborhood to the northeast and on nearby apartments.

We incorporated more of the metal panel to the east half of the building, which better breaks up the facades and adds a greater level of sophistication and design. We also shifted other colors and pop outs to better break up the facades of the building, which helps to de-emphasize massing.

We appreciate the neighbors' feedback, and we believe we have significantly responded to that feedback with these revisions and have made the building better relate to the other buildings in the neighborhood.

LANDSCAPE DESIGN STANDARDS

Landscaping Theme and Details

The goal of the landscape design will be to create a comfortably scaled development in which the landscaping is compatible with and complements the architectural character of the building, enhances the environment with color and plant variety, and provides a welcoming aesthetic off N. Beverly.

The chart below details the City's minimum requirements for size and quantities of landscape materials, as set forth in Chapter 33 of the Mesa Zoning Ordinance (as modified in this PAD), and how those standards are being met by the subject proposal.

LANDSCAPE CALCULATIONS (PER MESA ZONING ORDINANCE)

N. BEVERLY STREET FRONTAGE: 127 LF TREES REQUIRED = 5 TREES SHRUBS REQUIRED = 30 SHRUBS TREES PROVIDED = 10 TREES SHRUBS PROVIDED = 54 SHRUBS MIN. 25% TREES OVERALL REQUIRED TO BE 36" BOX ALONG FRONTAGE: REQUIRED = 3 TREES PROVIDED = 3 TREES	NORTH PROPERTY LINE: 267 LF TREES REQUIRED = 9 TREES SHRUBS REQUIRED = 60 SHRUBS TREES PROVIDED = 9 TREES SHRUBS PROVIDED = 72 SHRUBS WEST PROPERTY LINE: 177 LF TREES REQUIRED = 6 TREES SHRUBS REQUIRED = 40 SHRUBS TREES PROVIDED = 6 TREES SHRUBS PROVIDED = 56 SHRUBS	SOUTH PROPERTY LINE: 300 LF TREES REQUIRED = 9 TREES SHRUBS REQUIRED = 60 SHRUBS TREES PROVIDED = 9 TREES SHRUBS PROVIDED = 60 SHRUBS MIN. 50% TREES OVERALL REQUIRED TO BE 24" BOX ALONG ADJACENT PROPERTY LINES: REQUIRED = 12 TREES PROVIDED = 12 TREES	PARKING LOT LANDSCAPE ISLANDS (8): TREES REQUIRED = 8 TREES SHRUBS REQUIRED = 48 SHRUBS TREES PROVIDED = 8 TREES SHRUBS PROVIDED = 50 SHRUBS MIN 10% TREES IN PARKING LOT ISLANDS REQUIRED TO BE 36" BOX: REQUIRED = 1 TREE PROVIDED = 1 TREE
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The landscape palette has been selected with consideration given to low water use, visual screening, air quality, shading and long-term maintenance. Arid-regional and low water use plants will be used throughout and accented by decorative plantings and massing of accents and shrubs. Tree groupings will provide shade for walk placements and landscape architectural design will range from informal at the perimeter and frontage to more formal groupings within the building's hardscape and pedestrian areas, creating an overall theme that will complement the project's architecture.



Foundation plantings shall be planted adjacent to building entries to accentuate the building design and highlight building entrances, while providing a buffer between building and parking areas. Fire truck-access areas will have low height plantings to improve street visibility and driver safety.

Open Space

Usable open space shall be provided in the form of private and common areas at the rate of 150 sf per unit, minimum. These open space areas may utilize decorative paving materials and plants with large canopies, and incorporate amenities such as furniture, benches, and pedestrian scale lighting.

UTILITIES and SERVICES

Water	City of Mesa
Sewer	City of Mesa
Electricity	SRP
Gas	Southwest Gas
Fire	City of Mesa
Police	City of Mesa

CONCLUSION

The proposed rezoning is consistent with the City's new General Plan and with the City's vision for this area within the West Main Street Plan, which is to provide high-quality developments along the light rail. By providing these units as affordable, this development is in line with the City's goal for a dynamic variety of housing options.

The proposed rezoning will create opportunities for 36 new affordable housing units (26 more than the current development) in an area of the City where density is appropriate, where light rail will provide residents with superior transportation options, and where affordable housing is needed.

The requested deviations are modest given the small size of the site, the trade-offs described herein, and the benefits the City will obtain from affordable housing. We urge the City to support this request as proposed.

DESCRIPTION

PARCEL NO. 1:

That part of the North half of the Southwest quarter of the Northwest quarter of Section 21, Township 1 North, Range 5 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

Beginning at the Northwest corner of said Southwest quarter of the Northwest quarter; thence East along the North line thereof 564.19 feet; thence Southerly along a line parallel to the East line of said Southwest quarter of the Northwest quarter 331.97 feet to the TRUE POINT OF BEGINNING; thence Westerly parallel to the North line of said Southwest quarter of the Northwest quarter 266.18 feet; thence Southerly parallel to the East line of said Southwest quarter of the Northwest quarter 64.92 feet; thence Easterly parallel to the North line of said Southwest quarter of the Northwest quarter 266.18 feet; thence Northerly parallel to the East line of said Southwest quarter of the Northwest quarter 64.92 feet to the POINT OF BEGINNING.

PARCEL NO. 2:

That part of the Northwest quarter of the Southwest quarter of the Northwest quarter of Section 21, Township 1 North, Range 5 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona;

Beginning at the Northwest corner of said Southwest quarter of the Northwest quarter of said Section 21; running thence East (assumed bearing) along the North line of said Southwest quarter of the Northwest quarter 564.19 feet; thence South 01 degrees 38 minutes West parallel to the East line of said Southwest quarter of the Northwest quarter 396.89 feet to the TRUE POINT OF BEGINNING; thence continuing South 01 degrees 38 minutes West 72.08 feet; thence West parallel to the North line of said Southwest quarter of the Northwest quarter 266.18 feet; thence North 01 degrees 38 minutes East 72.08 feet; thence East 266.18 feet to the TRUE POINT OF BEGINNING.

PARCEL NO. 3:

That part of the Southwest quarter of the Northwest quarter of Section 21, Township 1 North, Range 5 East of the Gila and Salt River Base and Meridian, Maricopa County, Arizona, described as follows:

Beginning at the Northwest corner of the Southwest quarter of the Northwest quarter of said Section 21; thence East (assumed bearing) along the North line of said Southwest quarter of the Northwest quarter, 564.19 feet; thence South 01 degrees 38 minutes West parallel to the East line of said Southwest quarter of the Northwest quarter, 469.97 feet to the TRUE POINT OF BEGINNING; thence continue South 01 degrees 38 minutes West 75.0 feet to the Northeast corner of the property described in Docket 12601, Page 1281; thence North 89 degrees 58 minutes 15 seconds West parallel to the South line of said Southwest quarter of the Northwest quarter, 211.15 feet to a point 355.0 feet East of the West line of the Southwest quarter of the Northwest quarter, said point also being on the East line of Tract D, BEVERLY TERRACE, according to Book 106 of Maps, Page 28, records of Maricopa County, Arizona; thence North 01 degrees 38 minutes East parallel to said West line and along the East line of Tract D of said BEVERLY TERRACE, 33.02 feet to a point 807.0 feet North of the South line of the Southwest quarter of the Northwest quarter said point also being the Northeast corner of Tract D of said BEVERLY TERRACE; thence North 89 degrees 58 minutes 15 seconds West 55.11 feet; thence North 01 degrees 38 minutes East, parallel to the East line of said Southwest quarter of the Northwest quarter 40.88 feet; thence East 266.18 feet to the TRUE POINT OF BEGINNING.